

The Hongkong Telegraph.

No. 1993.

WEDNESDAY, AUGUST 1, 1888.

SIX DOLLARS
PER QUARTER.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital \$7,500,000.
Reserve Fund 3,900,000.
Proprietors' Liability of 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq. S. C. MICHAELSEN, Esq.
W. G. BROADIE, Esq. J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq. L. POZNECKER, Esq.
B. LAYTON, Esq. N. A. SIEBS, Esq.
Hon. A. P. MCEWEN, Esq. E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—THOMAS JACKSON, Esq.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS LONDON AND
COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at
the rate of 2 per cent. per annum on the
daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities,
and every description of BANKING and
EXCHANGE business transacted.
DRAFTS granted on London, and the chief
commercial places in Europe, India, Australia,
America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, 25th April, 1888.

RULES

HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK
will be conducted by the HONGKONG
AND SHANGHAI BANKING
CORPORATION, on their premises in
Hongkong, during the hours of WEEK-
DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN \$1, OR MORE THAN
\$250 at one time will not be received. No
Depositor may deposit more than \$2,500
in any one year.

3.—DEPOSITORS in the SAVINGS BANK,
having \$100, or more, at their credit may at
their option transfer the same to the HONG-
KONG AND SHANGHAI BANKING
CORPORATION on fixed deposit for 12
months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3 1/2 per
annum will be allowed to Depositors on
their daily balances.

5.—EACH DEPOSITOR will be supplied gratis
with a Pass-Book, which must be presented
with each payment or withdrawal.
Depositors must not make any entries them-
selves in their Pass-Books, but should send
them to be written up at least twice a year,
about the beginning of January and
beginning of July.

6.—CORRESPONDENCE as to the Business
of the Bank, if marked ON HONGKONG
SAVINGS BANK BUSINESS, will be
forwarded free by the various British Post
Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand,
but the personal attendance of the
Depositor or his duly appointed Agent, and
the production of his Pass-Book, are
necessary.

FOR THE HONGKONG AND SHANGHAI
BANKING CORPORATION
T. JACKSON,
Chief Manager.
Hongkong, 1st September, 1887.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORIZED CAPITAL \$2,000,000.
PAID-UP CAPITAL 500,000.

Registered Office, 40, THREADNEEDLE STREET,
LONDON.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT,
Buys and Sells BILLS OF EXCHANGE,
ISSUES LETTERS OF CREDIT, forwards BILLS for
COLLECTION, and Transacts Banking and
Agency Business generally, on terms to be had
on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per cent. per annum.
" 6 " 4 " " "
" 3 " 3 " " "
ON CURRENT DEPOSIT ACCOUNTS
2 per cent. per annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL
BANK CORPORATION, in Liquidation, or the
BALANCES of such claims, purchased on
advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE
SOCIETY.

E. W. RUTTER,
Manager.
HONGKONG BRANCH.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS
are respectfully informed that, if upon
their arrival in this HARBOUR none of the
COMPANY'S FOREMEN should be at hand,
ORDERS FOR REPAIRS, if sent to the HEAD
OFFICE, No. 14, Praya Central, will receive
prompt attention.

In the event of complaints being found
necessary communication with the Under-
secretary, when immediate steps will be taken
to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 24th August, 1888.

Insurances.

THE NEGLECT OF LIFE ASSURANCE.

THERE is no feature of our civilised life that
strikes a thoughtful man with more force
than the neglect of LIFE ASSURANCE. By
payment of a small quarterly subscription any
man of good health can secure a very large sum
to his family in case of premature death, yet
hundreds of families brought up in comfort—
perhaps in luxury—are left in extreme poverty
neglected to assure his life. In the East many
a man lives up to his income, knowing well that
if death cut him off suddenly, his wife and
children would be left almost wholly unprovided
for. All this can be prevented by Life
Assurance.

EVERY FACILITY
In connection with Life Assurance Business
is afforded by

THE STANDARD LIFE OFFICE,
one of the largest and wealthiest of the Provident
Institutions of the United Kingdom. Forms of
application and all information will be promptly
afforded on application to any of the Standard
Company's Agents, or to

THE BORNEO COMPANY, Ltd.,
Agents, Hongkong.

Hongkong, 29th June, 1888.

STRAITS INSURANCE COMPANY, LIMITED.



HONGKONG CONSULTING COMMITTEE:—
F. SEIP, Esq., Messrs. ED. SCHILLHASS & Co.
E. L. REUTER, Esq., Messrs. PUSFAU & Co.

HEAD OFFICE, SINGAPORE.

STRAITS INSURANCE COMPANY, LIMITED.
Subscribed Capital \$1,000,000.
Paid Up Capital 600,000.
Reserve Fund 85,000.

THE above Company is accepting MARINE
RISKS to all parts of the World at
CURRENT RATES.

STRAITS FIRE INSURANCE COMPANY,
LIMITED.
Subscribed Capital \$2,000,000.
Paid Up Capital 400,000.

THIS Company is prepared to issue
POLICIES against FIRE on Foreign and
Native Houses, Godowns and their contents, at
CURRENT RATES.

All Contributors of Business in the above Two
Companies participate in the Bonus whether
Shareholders or not.

JOHN ANDREW,
Agent.
Office, 24, Queen's Road,
Opposite Hongkong Hotel.

Hongkong, 17th July, 1888.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED \$1,000,000.

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 1st February, 1888.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000 } \$833,333-33-
EQUAL TO }
RESERVE FUND \$240,000-00

BOARD OF DIRECTORS.
MR. SING, Esq. LO YUEN MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 17th December, 1885.

Consignees.

CANADIAN PACIFIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

STEAMSHIP "BATAVIA,"
FROM SAN FRANCISCO, VANCOUVER,
YOKOHAMA, AND KOBE.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested
to send in their Bills of Lading for Counter-
signature, and take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk and
expense.

ADAMSON, BELL & Co.,
Agents.
Hongkong, 20th July, 1888.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship
"CITY OF RIO DE JANEIRO"

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for Counter-signature, and to take
immediate delivery of their Goods from along-
side.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

CHAS. D. HARMAN,
Agent.
Hongkong, 20th July, 1888.

Entimations.

LANE, CRAWFORD & CO.

HAVE just received new consignments of PIANOS from Europe, and are offering them at very
moderate prices.
PIANOS from Broadwood & Son, Collard & Collard, Bechstein, Chappell & Co., and Haake.
NEW MUSIC is received regularly.

They have always on hand a full stock of Stores from Crosse & Blackwell and other best
suppliers—these are received monthly and are always guaranteed fresh.
New Season's ISIGNY BUTTER, just arrived.

L. C. & Co. would also draw attention to their stocks of CROCKERY and GLASSWARE,
IRONMONGERY and HOUSE FITTINGS, KEROSENE LAMPS in large variety, NON-
PAREIL OIL 150 test, KITCHEN UTENSILS, STOVES and RANGES.
GENTLEMEN'S OUTFITTING, HATS, BOOTS, TENNIS SHOES, UMBRELLAS,
RAINCOATS, &c.

BEDSTEADS, COTS, PERAMBULATORS, CURTAINS, CARPETS, & TAPESTRIES.
SHIP CHANDLERY STORES of every description.
Special Agents for International Antifouling Compositions.

WINE AND SPIRITS.—
CHAMPAGNE, AVALA & Co. SERIES, SACONNET and other Brands.
CLARETS in variety, Breakfast or After-dinner. PORTS of various Brands.

BRANDY—EXSHAW'S, HENNESSY'S, COURVOISIER'S, and 1848.
WHISKY—Black & White 11 years old, Napier Johnston's well known and justly celebrated
Glenlivet, Teacher's Highland Cream, Dunville's Irish, Stonehall Brand of American.

OLD TOM and GENEVA, RUM, LIQUEURS and BITTERS.
ALE and STOUT, Bull Dog Brand.
AMERICAN and GERMAN BEERS.
WHITBREAD'S DRAUGHT STOUT and BASS'S DRAUGHT ALE, and a large assort-
ment of Fancy Goods.

Hongkong, 20th July, 1888.

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

Over Coatings, Light & Heavy.
Ulster Tweeds.
Fine Black Diagonal & Cork-
screw for Dress Suits.
Black, Blue and Brown Fancy
and Diagonal Coatings.
Fancy & Cheek Tweed Suits.
Trousers in great variety of
Stripes, Checks and Plain.
Cricketers' Flannel, Stripes,
White and Fancy Vestings.
French Printed Shirtings.
Unshrinkable Flannel.
Ready Made Ulsters in Stock.
Solid Leather Portmanteaus.

Overland Trunks, Gladstone
Bags, and a variety of Travel-
ling Cases, all sizes.
Winter, Medium and Summer
Under Vests and Pants.
Silk Half-Hose, Black, Navy
and Colors.
Lamb's Wool Merino and Lisle
Thread Half-Hose.
White Dress Shirts.
Lacing & Elastic-side Walking
Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots & Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties,
Handkerchiefs, Braces, &c.

Hongkong, 22nd February, 1888.

ROBT. LANG & CO.

HAS JUST RECEIVED COPIES
OF

W. B. BREWER

THE Mystery of a Hansom Cab.
Mr. Barnes of New York.
Mr. Potter of Texas.
Hutton's Engineers' Hand Book.
Hutton's Work-masters' Hand Book.
Young's Fires, Fire Engines, and Fire Brigade.
Academy Notes. Grosvenor Notes.
New Academy Notes.
Deacon's Book of Dates and World's History.

ROUTLEDGE'S Natural History.
History of Photography.
Easy Studies in Water Colours.
Studies in Trees, etc.
Also the following Fancy Goods:
Photo Albums. Photo Screens.
Cigar and Cigarette Cases.
Photo Frames, and the Wonderful little
Photographic Apparatus.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 25th July, 1888.

KELLY & WALSH, LD.

JUST LANDED IN SPLENDID CONDITION.

CIGARETTES.

"RICHMOND STRAIGHT CUT."
"VIRGINIA BRIGHT."
ALLEN & GINTER'S "LITTLE BEAUTIES."
KINNEY'S "STRAIGHT CUT."

And shortly to arrive, a fresh consignment of "SWEET CAPORALS."

TOBACCO.

"OLD RIP" in 1/2 lbs. Tins.
"RICHMOND GEM" do.
Do. MIXTURE do.
COPE'S "GOLDEN CLOUD" do. & 1/2 lbs. Boxes.
WILLS' "BRISTOL BIRDS EYE" do.
Do. "THREE CASTLES" in 1/2 lbs. Tins.
ALLEN & GINTER'S "TURKISH MIXTURE" in 1/2 lbs. do.

SOLE PROPRIETORS OF THE POPULAR BRANDS—
"HAPPY THOUGHT," "DOLLAR BRAND," "STAR MIXTURE" & "GOLD EAGLE."

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 27th July, 1888.

THE STERLING ORIENTAL CORSET

(REGISTERED)

ARE NOW SHOWING A LARGE STOCK
OF
THE "STERLING ORIENTAL CORSET"
IN RIDING,
TENNIS,
HAIDEE, and
ACME.

Also,
THE "PHANTOM BUSTLE"
and
THE NEW "CURETTA" & "VESTINA"
BODICE.

ROSE & CO.,
37-39, Queen's Road,
Hongkong, 7th July, 1888.

THE above Corset is made of the finest
materials, and is guaranteed to be the
most comfortable and durable ever
made.

It is made of the finest
materials, and is guaranteed to be the
most comfortable and durable ever
made.

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made.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, SYDNEY
AND MELBOURNE.

THE Steamship
"CHANGSHA,"
J. S. Williams, Commander, will be despatched
as above, TO-MORROW, the 2nd August, at
4 P.M.

The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
First Class Saloon and Cabins are situated
forward of the engines. Second Class Passengers
are Berthed in the Poop. A Refrigerating
chamber ensures the supply of fresh provisions
during the entire voyage. A duly qualified
Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd July, 1888.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.
THE Steamship
"MERIONETHSHIRE,"
Dawling, Commander, will be despatched for
the above Ports, on the 3rd August.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 30th July, 1888.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND
CALCUTTA.

THE Company's Steamship
"TAISANG,"
Captain Jackson, will be despatched as above,
on FRIDAY, the 3rd of August, at 3 P.M.

This Steamer has Superior First Class Accom-
modation, specially constructed to meet the
requirements of tropical climates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 28th July, 1888.

FOR KOBE (DIRECT) AND YOKOHAMA. THE British Steamer

"DELCOMYN,"
Captain Ekins, will be despatched as above on
FRIDAY, the 3rd instant, at 4 P.M.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 31st July, 1888.

SAILING VESSELS.

FOR SAN FRANCISCO.
THE 3/3 A. I. American Ship
"ELECTRA,"
Jones, Master, will load here for the above
Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.,
Agents.

Hongkong, 2nd July, 1888.

FOR SAN FRANCISCO.
THE A. I. British Bark
"E. J. SPENCE,"
Gill, Master, will load here for the above Port,
and will have quick despatch.

For Freight, apply to
RUSSELL & Co.,
Agents.

Hongkong, 2nd July, 1888.

FOR NEW YORK.
THE 3/3 L. I. American Ship
"C. C. CHAPMAN,"
Hickborn, Master, shortly expected, will load
here for the above Port, and will have a quick
despatch.

For Freight, apply to
PUSTAU & Co.,
Agents.

Hongkong, 1st August, 1888.

Mails.

OCCIDENTAL AND ORIENTAL STEAM- SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship
"CAELIC,"
will be despatched for San Francisco, via
Yokohama, on SATURDAY, the 18th August,
at THREE P.M.

Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports, and
at Vancouver with Pacific Coast Ports by the
regular Steamers of the Pacific Coast Steamship
Company and other Steamers.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

First-class Fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return 350.00
available for 6 months 350.00
To Liverpool 325.00
To London 350.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.

Passengers, who have paid full fare, re-embarking
at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 28th July, 1888.

Mails.

POSTPONEMENT.

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM FOR—
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG.
PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS;

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SATURDAY, the 4th day of August,
1888, at 9 A.M., the Company's Steamship
"PREUSSEN," Captain C. Pöhl, with MAILED
PASSENGERS, SPECIES and CARGO, will
leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon,
Cargo and Specie will be received on board until
4 p.m., and Parcels until 10 a.m., on the 3rd
August, 1888. (Parcels are not to be sent on
board; they must be left at the AGENT'S Office).
Contents and Value of Packages are required.

The Steamer has splendid accommodation and
carries a Doctor, and Surgeon, and a
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 1st August, 1888.

U. S. MAIL LINE.

PACIFIC MAIL STE

Announcements.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY,

Established A.D. 1841.

WATSON'S PRICKLY HEAT LOTION

Is the safest and best cure for Prickly Heat, it affords instant relief, and will be found useful in allaying all irritation of the skin whether arising from acidity or caused by the bites and stings of insects. It is also a useful Toilet Article for the complexion.

A. S. WATSON & Co., Ltd.

THE HONGKONG DISPENSARY,
HONGKONG, 11th July 1888.

BIRTH.

On July 31st, at No. 12, Praya East, Hongkong, the wife of H. KENNETH, of a daughter. [756]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 1, 1888.

THE announcement that the Court of Directors of the Hongkong and Shanghai Banking Corporation, have decided to recommend to the shareholders, as a result of the last half year's working, a dividend of thirty shillings per share, to place a lakh of dollars to the credit of the Reserve Fund, and to carry \$10,000 forward to new account, has been received with considerable astonishment, not altogether unmingled with dissatisfaction, even in circles which have the credit of being unusually well informed regarding the Bank's affairs. A very much better result was confidently predicted, and that these predictions were based on information of the character that is popularly known as "inspired" is plainly enough evidenced by the daily reports in our columns of the business transacted in Bank shares on the local Stock exchange during the past two months. It is an open secret that the Directorate expected to be in a position to add to the Reserve Fund, after paying a 30/- dividend, the handsome sum of \$300,000—or, at least, certain influential members of the Court were credited with statements to that effect. Assuming all this to be true, and we can see no valid reason to doubt its accuracy, "someone has blundered" to the tune of two lakhs of dollars, and shareholders are once more presented with a problem of finance which suggests some very disagreeable memories of a somewhat similar "misunderstanding," although only involving half the amount just named, that caused some unpleasant commotion when the last Report was issued. The success of the Hongkong and Shanghai Bank has been phenomenal and, notwithstanding the array of talent at the helm of affairs, so have its blunders, of which latter these repeated miscalculations, leading to alleged heavy losses in exchange—vide the never to be forgotten Manila disaster—and repeated earthquakes amongst the shareholding fraternity, are of more importance than is generally credited. As the Bank's report for the past half year has not yet been published, we are, of course, unable to indicate in what direction to look for some explanation of the amount placed to Reserve only totalling one third of what had been accepted on semi-official authority as a matter of certainty, and until that important and anxiously looked for document has seen the light, it would serve no useless end to indulge in idle speculation. But we may nevertheless express the opinion that it is a great pity, and much to be deplored, that unpleasant matters of this kind should be constantly cropping up in connection with the direction of an institution of which Hongkong and the Far East generally have so much reason to be proud.

TELEGRAMS.

(From Straits Times).

RUSSIA AND GERMANY.

LONDON, July 24th.
The Emperors were present at a grand review at Kronoslo.

FRANCE.

General Boulanger has sustained a heavy defeat at the Ardeche election.

PARLIAMENT.

July 25th.
The second reading of the Parnell Inquiry Bill was adopted without a division.

GERMANY.

The Emperor has started for Stockholm.

LOCAL AND GENERAL.

SENHOR Antonio da Costa, Governor of Timor, has resigned his post, owing, it is said, to the measures he adopted for inflicting due punishment on the perpetrators of the murder of the late Governor Mala, being disapproved by the Lisbon Government.

SOME correspondence has recently taken place between the French Minister of Marine and the Hongkong Maritime Company on the subject of conveying invalids by their steamers on the China line, the result of which is that in future invalid troops and sailors will not be carried.

THE Chinese corvette *Kwang Kap*, arrived this morning from Canton.

A REGULAR meeting of Zealand Lodge, No. 225, will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

We would call attention to Mr. A. Hahn's advertisement in another column, by which it will be seen that he is selling off his stock of musical instruments and toys at reduced prices, during the present month.

The following changes of stations, &c., in the Ordnance Store Department are announced:—
Captain G. Heaton, Portsmouth to China, *vice* Atkinson, to Weiden; Capt. T. Heron, Dover to Singapore, *vice* Wright, to Portsmouth; Quartermaster W. Johnson, China, to Retired List.

THE relief which lately arrived at Macao by the Portuguese transport *India*, numbered 13 officers, 9 buglers and 40 men. The *Independente* dwells at great length on this fact, and for once, in its long record of mock patriotism, styles the landing of such a force in the Holy City an unqualified force.

THE Agents of the Austro-Hungarian Lloyd's Steam Navigation Company inform us that the Company's steamer *Maria Teresa*, after having called at Mormugao to take in and brine on the cargo of the disabled steamship *Medusa*, left Colombo yesterday, and may be expected here on or about the 13th inst.

AMONG the arrivals from Australia by the *Tannadice*, yesterday, were the Valaz Brothers, a troupe of English trapeze and aerial performers on their way to India, under the management of Mr. Phil Ray. One of the artists having slightly injured himself, and needing a temporary rest, they contemplate staying in the colony a week or two, and may possibly be induced to give a short series of performances.

WE read that the P. and O. S. N. Company have just placed an order for four large cargo steamers with Messrs. Caird and Co., Greenock. Each steamer will be 350 ft. long, 42 ft. broad, 26 ft. deep, and 1,000 tons burden, and will be capable of carrying 4,800 tons of weight cargo, and 6,000 tons measurement. The Greenock firm tendered lower than the Tyneside and Wear builders, to whom also the competition was open.

THE Fantan gambling monopoly was put up for public tender at Macao on the 27th inst., but did not fetch any offer. Several farmers had made a petition requesting the suppression of one of the articles of the contract; but as the myrmidons of the Macao Treasury turned a deaf ear to the request, no one came forward to make a tender, and thus the farming of this popular enterprise in the Holy City has been left in abeyance. It is said, a new auction will shortly be held.

THE Rome correspondent of the *Daily Chronicle* writes under date June 25th:—As I recently informed you, the Pope will shortly address another letter to the Irish bishops relative to the decree of the Holy Office condemning the Plan of Campaign and boycotting. The statements of the Irish papers that the Pope will retreat from the position he has taken up are entirely false. On the contrary, the Pope will—probably in his letter to the Irish bishops—take the opportunity of reiterating the condemnation pronounced by the Holy Office, although at the same time his Holiness will probably add that he is not opposed to the national aspirations of the Irish people so long as these are confined within the bounds of legality and morality.

AN improved method of distributing oil on the waters has lately been patented in Germany. It consists of a rocket to which is attached a cylinder filled with oil. It is said that the rocket can be fired with accuracy from 100 yds. and that, when it explodes, the oil is scattered just where it is wanted. By the explosion of five rockets at a distance of from 1,200 to 1,500 feet from the ship a space of 1,500 to 2,000 square feet of water was covered with oil and the waves were at once smoothed. The rocket was fired 100 feet against a gale. The importance of the invention to deep-water sailors consists in the certainty of explosion of the rocket at a sufficient distance to leave the vessel in calm water during a gale. The invention is said to have been purchased by the North German Lloyd.

LAST evening an immense crowd of natives lined the Praya around the Canton Wharf to witness the destruction of a large submerged rock by blasting. It was a boulder about the size of a one-storey house, and weighed about two hundred tons, and its removal had long been contemplated, owing to its preventing the Canton steamers from lying well alongside the jetty. About five o'clock a diver went down and placed five pounds of dynamite in a hole about five feet deep that had been drilled in the stone. The surrounding area was cleared, and the cartridges electrically exploded by Mr. Mudie, of the New Dock Works, who had directed the work. Only a low report was heard, and a slight bubble seen over the spot, much to the disappointment of the sightseers. Half the rock was destroyed, however, and the remaining part will be broken up next week.

SAVS the *Bangkok Times* of the 21st July:—Dysentery, that scourge of Europeans, has claimed yet another victim from among us to swell its already lengthy death-roll. Mr. F. T. Bacon, second engineer of the steamer *Havala*, was admitted to the Bangkok Hospital on the 26th of last month, but in spite of the best medical skill and the most careful nursing he succumbed to the fatal malady early on the morning of the 19th instant and was buried the same evening. In mentioning this sad event we feel it our duty to publicly record the benevolent and unselfish kindness shown to deceased by both Mrs. Heck and Mrs. Mackay, who nursed the patient and did all that tender womanhood could do to comfort and soothe the last hours of a fellow being dying in a strange land. The quiet, useful, unpretentious example shown by these two ladies will, we trust, be laid to heart, and emulated by others who are so very anxious to do something really useful.

SCENE—Vestibule of the Hongkong Hotel. Time—mid-day. Large congregation of long pedigree brokers—"dead" and "other" engaged in the usual interesting occupation of humbugging each other and laying plans for the dismemberment of the Philistines. Enter a well-known and popular operator who, strangely to say, had "got left" in the great Sugar boom. Great excitement and mysterious whispers among the ancients. Popular operator lounges up to bar and asks a friend to "have a smile," "fringed acquiesces and they accordingly "smile" in gin cocktails. Brokers commence to loaf round on the off chance of picking up a crumb. Popular operator condescends to sympathetic friend that he had been "badly hit in Sugars." "Where you a bull or a bear," asked the sympathetic one, who, having been absent from the colony, was not acquainted with the recent revolutionary movement in the local stock market. Popular operator looked significantly round at the cloud of locusts hovering in the vicinity, and pulling his hat down firmly over his brow, grimly replied—"I was neither a bull nor a bear; I was a d-d Jackass."

WE are informed by the agents (Messrs. Jardine, Matheson & Co.) that the "Glen" *Glengarry*, from London, left Singapore yesterday for this port.

ACCORDING to the *Straits Times*, Singapore of late has become a place of refuge for Chinese dealers who had defrauded European merchants at Batavia and other ports in Java. Recently, many Chinese second-hand dealers, after collecting as much ready money as they could, have bolted from there to Singapore before the acceptance due by them for goods delivered had expired. The mercantile community at Batavia has been so put out by it that they intend to petition the Governor General of Netherlands India in favour of special legislation to stay the mischief.

THE following cases came before Mr. Sercombe-Smith at the Police Court this morning:—

Mr. Thomas, manager of the Peak Hotel charged a coolie with throwing noxious waste into a drain at the Peak Hotel on the 31st ult. and also on the 1st inst. Defendant was fined \$5 but being unable to pay, went to goal for a month, with hard labour.

For keeping an agency for the sale of lottery tickets, a Chinaman living at No. 35, Market Street, was summoned by Acting Inspector Baker. Defendant denied that he sold lottery tickets. An informer was then placed in the witness box, who said he went to the house in question yesterday and asked some money with defendant, who gave him a ticket which he now produced. The accused said he was the subject of a cockfight, where he lived, to six men, but he did not issue the ticket produced by the informer. He did not know the business of the six men and had no witnesses to certify to his own way of earning a living. He was fined \$30, or in default of payment, six weeks in prison with hard labour.

The master of a ballast junk was charged by Inspector Mathieson with anchoring within 50 yards of the Telegraph Cable at Tai Kok-tai this morning. The accused admitted the charge, and was fined \$10, which he paid.

A broiler keeper was charged by Insp. O. Baker with intimidating a witness on the 28th ult. Mr. Dennis appeared for the defence. Wing King, an informer, said he was standing outside the police court on the 28th ult. when defendant in passing out said "you take care where you stand; I will kill you the first chance I get; I don't care how much money it costs." The case being proved against the accused, he was committed for trial, bail being taken in two sureties of \$250 each.

"ERMINIE" AT THE CITY HALL.

The American Musical Comedy and Opera Company performed Paulton and Jakobowski's comic opera "Erminie" at the Theatre Royal, City Hall, last night, before a large audience. This opera, which obtained considerable popularity on its original production and has been played with great success both in England and the United States, was introduced for the first time to the Hongkong public. While admitting that some of the music is pretty and catching, we feel bound to say that, as a whole, we were not favourably impressed with "Erminie." The plot, a weak and clumsy adaptation of the well known stock force "Robert Macaire," is even more idiotic than the stuff usually hashed up for opera bouffe libretto by actors who aim at literary renown, and we cannot really think that Mr. Paulton, a clever and capable artist in his own line of business, could have materially enhanced his reputation by claiming credit for stringing together such trash as this. However, as nothing succeeds like success, we have no alternative but to accept "Erminie" with all its shortcomings, as a representative comic opera of the popular modern type, that may be full of good things if one only knows where to look for them. We have no intention of inflicting on our readers the detailed argument of the "ridiculous farce" Irving has been starring in at the London Lyceum for some time past, and which Mr. Paulton has utilised for his opera, nor do we consider it advisable to particularise Jakobowski's music. The latter, as we have already indicated, is bright and sparkling, and after two or three representations would probably be found generally attractive. It is a difficult task to fairly express the merits of a series of musical compositions which one has only heard for the first time, and it is not infrequently happens that the acutest and most reliable of critics have subsequently to qualify to a considerable extent their original impressions. And chiefly for this reason we prefer not to attempt to gauge the merits of a composition of which we have so superficial an acquaintance.

Last night's performance of "Erminie" was favored by elements which go a long way towards ensuring success. The opera was appropriately dressed and effectively staged, the accompaniments were admirably played by Mr. J. A. Robertson, the ubiquitous promoter of whom we have heard so much lately was not included in the cast, whilst the fair lady *Erminie*, an unusually powerful contingent for this part of the globe, were in themselves, apart altogether from their histrionic, musical and Terpsichorean efforts, a by no means inconsiderable attraction. And yet, with all these advantages, it would be the merest affectation to pretend that the performance was anything like a pronounced success—it was passably good and that was all. We are not disposed to attribute this result to any particular shortcomings on the part of the members of the Company, but rather think they were overweighted with a very dull and especially unattractive piece. Miss Maude Hare in the title rôle sang with artistic effect, utilising her not too expansive voice with rare discretion, and was deservedly applauded. The vocal efforts of Mr. Imano and Mr. Charles Fisher were also worthy of special commendation. Miss Grace Whiteford as *Yvonne*, and Miss Vera Fatey as *Simon*, a water at the "Golden Gate," succeeded in infusing considerable spirit into comparatively minor parts, but Miss Eva Lexington had no opportunity of appearing at her best. Mr. John F. Sheridan's amusing character sketch of the thief *Cadoux*, the *Jaquis Strop* of the original play, was exactly what might have been expected from such a master hand in low comedy delineation—it was clever and humorous without ever verging on vulgarity, and was the principal factor in preventing the action of the opera from dragging. Mr. Sutcliffe deserves a good word for his *Ravanne* (Robert Macaire). The other characters call for no special comment.

To-morrow night the famous "Run-on the Bristol" with Mr. Sheridan, in his original impersonation of the *Widow O'Brien*, will be produced, and will doubtless attract a crowded house.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

THE GARDEN SEATS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR, A letter in your paper of yesterday's date regarding the limited supply of seats in the Botanic Gardens reminds me that I have been for some time intending to call your attention to this difficulty. It has doubtless occurred to

many people in this colony that they have accompanied ladies to the Gardens to hear the Band, and have been compelled to stand through the greater part of the performances owing to the simple fact that there are not seats enough to accommodate even one half of the numbers who go there. To object to the soldiers of the Regiment, or to any other respectable person occupying seats is manifestly absurd; what is wanted is more sitting accommodation, but a greater number of seats cannot be supplied without spoiling the appearance of the Gardens, why not make a small charge for the seats for the benefit of the Band, and the rank and file of the Regiment? There are scores, say hundreds, of people who would gladly pay, say twenty-five cents for five tickets which would give them the right to either five sittings at one time, or to five seats on different occasions. To those who, having had a seat, and after walking some little time, or hand out from a parcel another ticket, arranged much in the same way as tramway tickets are managed in some parts of Australia. As this would create a fund for the benefit of the Band, or of the Gardens, there are surely very few people who would object to patronise it. Soldiers, who by the way deserve a much better social position in life than the world generally accords them, could have a considerable concession made in their favour if not admitted free. There are few people who have any idea what a considerable fund such a system would create in the course of a very few months, and there are still fewer, I believe, who would object to pay a few cents to be able to sit down and hear a first class concert in comparative comfort. Such a system would be found necessary in Hyde Park many years ago, and although the chairs are costly and let at a penny each, still they return a revenue of something like £10,000 a year. If any of your readers can suggest something better than this, and which will be more acceptable to the public and to the military, pray let us hear from them; but in the meantime something should be done to draw to the Gardens during hand nights, hundreds who really have to remain away on account of a lack of seats.

Yours faithfully,

CITIZEN.

Hongkong, August 1st, 1888.

A REAL GRIEVANCE.

SIR, I trust you will publish far and wide, by inserting this letter in your widely read paper, the horrible treatment of some Chinese and Japanese hands on the Canadian Pacific Railway, that others following in their footsteps may be spared similar suffering, and so be able to appreciate the otherwise perfect arrangements for their comfort and enjoy the magnificent scenes on the route.

No whisky or any other spirit is obtainable on any of the dining cars or at the dining stations. At one station where a party of us stayed over a train 24 hours, the only liquids openly procurable were sulphur water and tea and coffee made with the same.

There are ways of getting more desirable fluids known unto the native, but not to

Yours truly,

THE LATE OWNER OF A

4-COOLIE CHAIR.

Windsor Hotel, Montreal,

7th June, 1888.

NEWS BY THE AUSTRALIAN MAIL.

The E. & A. Co.'s steamship *Tannadice*, Capt. N. Shannon, arrived in harbour last night from Sydney and ports of call. For the subjoined telegrams we are indebted to our Colonial exchanges:—

LONDON, June 28th.
At the International Conference on Foreign and Colonial Missions, to be held at Lambeth, Bishop Barry, of Sydney, will open a discussion on the doctrinal standards. Dr. Moorhouse, Bishop of Manchester, and Dr. Stanton, Bishop of North Queensland, will speak on the relation of the Church to emigrants.

Sir John Pender, Chairman of the Eastern Extension Telegraph Company, has had an interview with Lord Knutsford for the purpose of discussing his proposal for an alternative cable route to Australia, which should join the Australian telegraphic system at Perth.

The Australian Eleven began a match against an eleven of the North of England, to-day, at Manchester. The weather throughout the day was dazzling and showery, while the wicket was slow and very much in the bowler's favour. The North of England men went first to the wickets, but were unable to resist the attacks of Turner and Ferris, and were all disposed of for a total of 93. The principal contributions to their score were made by Sugg and Darlow, the former with 27 and the latter with 23.

The bowling of Turner and Ferris was very fatal. Ferris got five wickets for 38 runs; Turner for 35, and Boyle one for 12.

Bannerman and McDonnell went in first for the Australians, and the former kept his wicket up till the stumps were drawn. Before that time, however, five wickets had been lost for the small total of 55.

The following are the scores:—

NORTH OF ENGLAND.
First Innings.....93
AUSAUSTRALIAN ELEVEN.—First Innings.
MacDonnell.....5
Bannerman (not out).....5
Trott.....18
Bonnor.....8
Jarvis.....12
Blackham.....2
Turner, not out.....3
Sundries.....3
Total for five wickets.....55.

A change has been made in the engagements of the Australian Eleven. It has been arranged that they should play an eleven of England at Stoke instead of playing the Gentlemen of Scotland on July 12.

Baron de Worms, Under-Secretary for the Colonies, states that New Zealand has agreed to enter the Sugar Bounties Conference.

News has been received to the effect that a smart cavalry skirmish has taken place in the vicinity of Suakin between the British troops garrisoned there and the hostile tribes, who have of late assumed a very menacing attitude.

During the skirmish the Mahdi's principal Emir was killed.

A French syndicate will take up the balance of the lottery loan of 310,000,000 francs, which was issued for the purpose of completing the Panama Canal.

here to-day. The captain reported that he was approaching Clifty Isle to take a letter from the lighthouse-keeper, and stopped the engine before the vessel grounded. He attributed the disaster to the shifting of the wind. The vessel had her jib and foresail set, so she would not respond to her helm, but drifted on to the rocks. About 180 tons of coal were put on the beach at Refuge Cove, before the vessel floated off.

SYDNEY, July 1st.
A grand anti-Chinese demonstration, intending to give emphatic expression to the feeling of the trade and labour organisations against the employment of Chinese on the mail steamers trading to Australian ports and subsidised by the Governments of the colonies, took place on Saturday. An immense body of people, principally working men, assembled at Circular Quay early in the afternoon, and a procession having been formed the members of the trade and labour organisations marched through the principal thoroughfares to the Domain. Several bands took part in the demonstration, and banners which were borne with mottoes and pictorial devices, all expressive of most deadly hostility to the Chinese, were liberally distributed all along the line of the procession. The demonstration excited considerable public interest, the streets being thronged with sightseers.

A very large mass meeting was held in the Domain, and was addressed by representatives of the Anti-Chinese League, the Trades and Labour Societies, and others. Resolutions were passed emphatically protesting against the employment of Asiatic crews on mail boats subsidised by the New South Wales Government, and endorsing the action of the Maritime Labour Council in reference to the Chinese manned steamers, and pledging the meeting to support their efforts to establish an Australian Maritime Council. A deputation was appointed to present the resolutions to the Premier and to urge that all future mail contracts should contain a clause prohibiting the employment of Asiatics as crew.

Nothing definite has transpired in connection with the dispute between the Maritime Labour Council and the Oceanic Steamship Company regarding the removal of the Chinese now employed in the steamers engaged in the San Francisco mail service. Representatives of the Council waited on Captain Morse this morning regarding his offer to withdraw the Chinese on his return to San Francisco, and not to bring any more Asiatics to the colony. It is understood that Captain Morse repeated his offer, and asked the Council not to resort to unnecessarily harsh measures in enforcing what they regarded as their legitimate demands. He pointed out that the Council could scarcely with reason insist on the company shipping crews at this port as a rule, when it would be more convenient in every way for the company to take their crews from San Francisco. He showed that the Council would be to compel the company to take on a crew from this port, which would be replaced at the first opportunity, and under the circumstances—to which the Council could not object—by men from San Francisco. The representatives of the Council promised to submit the matter to an aggregate meeting, and Captain Morse having furnished a statement of his proposals in writing, the whole question was considered at a full meeting of members of the maritime labour organisations held this evening.

It is understood that, as a result of this meeting, fresh proposals will be submitted to Captain Morse this morning, and it was decided that until these have been communicated to him they should not be made public. Thus the matter stands at present.

Hanlan and Kemp will probably be matched to-morrow to row for the championship of the world and £,000 a side within three months from to-morrow evening.

July 5th.
The outlook in connection with the maritime labor dispute is much more hopeful to-day. It is understood that proposals, which will form a basis for a settlement of the dispute, have been agreed to by the parties, and that all details will be arranged to-morrow morning. Negotiations were reopened to-day by Captain Morse, of the *Alameda*, who wrote to the Maritime Labor Council, and repeated his offer to discharge the Chinese firemen and trimmers aboard the *Alameda* on his return to San Francisco, and to ship in their place an European crew, and he tendered the guarantee of the Union Steamship Company of New Zealand, as representing the owners of the *Alameda*, that his promise would be strictly adhered to. He pointed out that, in the meantime, communication would be restored, and an opportunity afforded for adjusting the whole question. Regarding the proposal that the Council should pay the wages of the Chinese for the voyage back to San Francisco, and that he should grant free passages to 21 firemen belonging to the New South Wales Seamen's Union for the purpose of shipping them as members of his crew on arrival at San Francisco, he pointed out that the color of the original demand of the Council still existed, and that the proposal did not relieve him of the stigma as an American shipmaster of being placed in a position of infidelity on his return to his country. He could not believe that to be the desire of the Council, and he preferred they should accept his offer to grant free saloon passages to fully accredited representatives of the Council with the view of enabling them to discuss the whole question with the owners of the steamers. This letter was considered by the Maritime Labor Council to-day. Subsequently a deputation waited on Captain Morse and informed him that the Council approved of the principal proposals, and would be prepared to discuss the matter in detail in the morning.

The threatened conflict between the two Houses of Parliament has been averted by the Government, who have accepted the amendment in the Chinese Restriction Bill insisted upon by the Upper House. Sir Henry Parkes, in giving the reasons of the Government for yielding, stated that it was the best measure that could be hoped for in any Australian legislation on the Chinese question, as it was uniform in its general principles, though the bills introduced by the various colonies would necessarily vary in detail, and he pointed to the South Australian Bill as containing a special provision which would enable the Governor-in-Council to restrict the operation of the Act to certain portions of the colony, and, if it was thought advisable, to altogether exempt the Northern Territory. It had been suggested that it was possible a similar provision might be made in the Queensland bill. He did not wish to imperil the bill by coming into contact with the Upper House on one or two unimportant points. During the debate the course adopted by the Government was generally approved, but Mr. O'Sullivan and others pointed out the danger of the colony being overrun with Chinese naturalised in Hongkong or Singapore. The danger of an influx from the Northern Territory if that portion of Australia was left open, was also referred to. Sir Henry Parkes said he respected the rights of British subjects of whatever color, and although pledged to introduce a bill excluding even those Chinese who were British subjects, he would do so with great pain and regret. A very difficult question connected with the Asiatic labor stated the Governor, "to say what steps would have to be adopted." Amendments of the Council were eventually agreed to.

The Legislative Council passed a resolution affirming the right of the Council to amend any bill in such a way as they thought necessary for the preservation of peace and prosperity in the colony. The motion arose out of a question raised by the Assembly as to the right of the Council to amend the Chinese Restriction Bill.

LATE TELEGRAMS.

LONDON, July 13th.
In the House of Lords last evening the Duke of Argyll introduced a motion for a vote of confidence in the Government with respect to its Irish policy. After an animated debate the motion was voted without a division.

ST. PETERSBURG, July 13th.
An imperial ukase has been promulgated extending the period of service in the Russian Army to eighteen years, instead of fifteen according to the old regulations, five of them to be spent in active service and nine years in the reserve.

CAPE TOWN, July 13th.
Owing to the energetic measures which were taken for the rescue of those who were imprisoned below ground by the fire in De Beer's mine near Kimberley, 42 whites and 400 natives were brought up alive, but in a most pitiable condition.

LONDON, July 14th.
All the clauses in Mr. Ritchie's Bill dealing with Local Government in London have passed the Committee of the House of Commons.

PARIS, July 14th.
Prior to the duel between General Boulanger and M. Floquet, General Boulanger issued an address to the electors of the Department of Ardèche offering himself as candidate for the election which takes place on the 22nd instant. The General has duly resigned his seat for Nord.

CAPE TOWN, July 14th.
The official investigation shows that 230 natives and 24 whites perished through the fire at the entrance shaft of De Beer's mine.

PARIS, July 16th.
In the Chamber of Deputies to-day a bill to grant a credit of sixty-six millions of francs for the improvement of the defences of Brest, Cherbourg, and Toulon was read a first time.

CAIRO, July 16th.
The French Government is contending that the capitulations still operate at Massowah, and protests against the Italians exacting taxes from foreign residents of that place. The Italian Government refuses to admit the contention. Negotiations regarding the subject between France and Italy continue.

DURBAN, July 17th.
Messengers from Dinizulu had an interview with Sir Arthur Havelock at Pietermaritzburg yesterday.

The messengers from Dinizulu offered excuses for the attack on the British, but Sir Arthur Havelock declined to discuss the subject while, he said, Dinizulu was in arms.

BERLIN, July 18th.
Queen Natalie has yielded the Crown Prince Alexander to King Milan.

Orders have been given by the War Office for the Rifle Brigade now stationed at Cairo to proceed immediately to Natal in consequence of the disturbances in Zululand. The Scottish Borders are under orders to proceed to Cairo to relieve the Rifle Brigade.

CENTRAL CHIHLI IN EARLY SUMMER.

The traveller who goes south from Peking on the great road to the provinces, finds his course a few miles from the Capital lying along a high wall which completely shuts out his view. This wall encloses the "Southern Park," and extends on all Chinese maps as much larger than the city of Peking itself, and with reason, for its walls seem to stretch on interminably, and cannot be less than 50 miles in circuit. This Park is not a pleasure ground like the Yuan Ming Yunn, or the Wan Shou Shan, to the north-west of the city, but rather a vast enclosure of farming land much like that outside the walls, and embracing many villages in its wide area, inhabited by the peasants who till the land for the Emperor. Within this park are pens in which are kept deer for the Emperor's delectation, and among the rest that singular quadruped known as the "Su-pu-hiang," or "What-is-it?" At occasional intervals there are little gates, through which pass and repass the villagers who cultivate the land, but should a foreigner approach these sacred regions, he is promptly warned off. There is indeed a tradition that enterprising residents of Peking have at rare intervals succeeded in eluding the vigilance of the gatekeepers, and penetrated to the mysterious depths within, but perhaps what they saw and experienced is a dead secret to be buried with them—if indeed, these audacious persons have not been themselves buried already. Like other enclosures of this sort in China, and like the Imperial City in the centre of Peking, this park is a great interruption to travel, which is on no account allowed to go through it, but must make its way around, as best it can.

About 30 miles south of the park, the traveller crosses by a ferry, or by a ford, in the month of May, a stream popularly known as the Turbid River, (Hün Ho), but which is officially known to all China as the Young Ting Ho, which signifies, we are told, the stream of "eternal tranquillity." This is an instance of the Chinese fondness for delicate irony in their nomenclature, for its frequent mention in the *Peking Gazette* as a dangerous and troublesome torrent, sufficiently indicates the true nature of this brawling stream, which, like all others on the great plain of northern China, is a "Sorrow" to China, exactly in proportion to its size. Considering the amount of attention which has been directed toward it within recent years, it is a surprise to find that there are no banks worthy of the name on either side of the Young Ting river, which continues to discharge itself with a fine impartiality, on whichever side there are the lowest bids, in the way of flat lands. Like all the rivers within the regions named, this river brings a vast amount of sand in its overflow, and when it has subsided, it leaves enormous areas of valuable land buried out of sight. The difficulties of the river problem in North China are very great, and are by no means fully appreciated by some of those whose who have little respect for the adoption of which is expected to bring sudden and welcome relief. The city of Tientsin stands at the junction of the *Pélo*, which flows from the north, and the stream popularly known as the Grand Canal, which flows from the south. Between the space drained by these two rivers, flow two others, the *Ta Ching* or *Pao Ting* river, and the *Tzu Yu*, or *Hela* river, each emptying into the *Pélo* at Tientsin. The two latter streams are in turn the recipients of the waters of the *Yung Ting* river already mentioned, and the *Hu-tu* or so-called *Grave* river, (as if the name were *Pu-tu*) each one of them with an instance of doing an incredible amount of mischief. When all these six streams, and a few others which are so much smaller that no account is generally taken of them, all rise together, as ordinarily happens in any year of heavy rainfall, a crisis has arrived. The entire rainfall of eastern Shanai, or north-western, western, south-western, and central Chihli, suddenly flow in swollen torrents to the north-east where they reach the lower portion of the *Pélo*, here termed the *Hahn*, or *Sea* river, and thus find an outlet. The small river, it is to be remembered, for such a volume of water, and the lamentable consequences of such enormous demands upon it.

is an overflow often at many points causing the most extreme misery in the wide area. The whole plain slopes more or less decidedly to the north-east, and the nearer any place is to the fatal spot where these many water-ways unite, radiating toward a common centre like the ribs of a fan, the more certain it is that such place will be more or less remedilessly drowned. In addition to the general slope of the country to the east and north, there are great depressions, in which from time immemorial there have been marshes and lakes. The great road from Peking to the south passes directly through one of these wide lakes, on a causeway of earth, which in some form seems to have existed from very ancient times. The northern branch of the Ta Ching river is crossed on a bridge at a place called Hsiao Hsien, and from this point southward for a distance of about ten miles, the road is a raised bank, impassable in times of flood, and often extremely dangerous and insecure for a long time after such flood. Every few bridges are crossed, to the total number, it is said, of twelve. Those who are familiar with the tedious delays at Chinese ferries, are always glad to see a river that has a bridge, or even twelve of them. But let him not rejoice too soon, for it is not the usual interval of fifteen or twenty years, when the bridges undergo repair. In some countries this would be done by a concentration of effort, in a single night, so as not to interrupt traffic, or one half of each bridge would be renewed at a time, with the same end in view. The bridges are far too narrow for the adoption of the latter plan, which, however, it is safe to say, never entered any Chinese skull. There is an ornamental portal in the city of Hsiao Hsien, which affirms that this is the gate-way to "nine provinces," but it is the gate-way to the world, and the repairs of the gate-way to the world should be conducted exactly as the bridges would and presumably ever have been. The thick layer of earth is dug away from the heavy planks, the piles are removed, and the highway to "nine provinces," at once becomes impassable for carts. But as the saying goes, there is no river that cannot be crossed, and now comes the opportunity of the keen-scented boatman who have long foreseen this state of things impending, and have accordingly mustered their crews for the occasion. Each cart must be laboriously lowered into some leaky punt, the animals must be led by some devious and mysterious route, and the traveller is treated to a boating in the midst of his journey. In our case this lasted for an hour, the route lying through broad expanses of clear water, and again through narrow and tortuous channels, which are in reality the lanes between different farms. The enforced transit by canals affords an excellent opportunity to see details of agriculture, which this singular compound of land and water requires. There can be no doubt that the lakes or marshes of which this is a sample, are far more productive in the way of supporting population than so much water. The average depth of the water in the territory, as is usual in such cases, is covered with a dense and beautiful growth of the *Arundo indica*, the reed of which the Chinese make such excellent use in weaving mats. It is valuable not only for this purpose, but is employed also in the construction of light and easily portable fences, which are everywhere seen protruding from the surface of the water, being intended to serve as barriers against the escape of the fish which have inadvertently got among them. In many places the cormorant fishing, so often described by travellers in China, may be seen, and where the water is shallow, a common way is to take a sudden downward thrust into the mud. If any fish are enclosed, they will not be long in making their presence known, and can be readily taken. In a good fishing ground, the number of fish rapidly taken in this way, is surprising. In some parts of the marshes, enormous flocks of ducks are reared, which, when settled in one spot, occupy as much space as an ordinary Chinese village. Many little villages seem to have been built almost in the water, but they are probably a little above what appears to be the high water mark. The foundations are generally of brick and the gently sloping roofs suggest boats, after which the houses seem to have been modelled. Every farmer in this region, it is needless to say, must be aquatic in his habits, and must own and constantly use a boat, or he cannot reach his land at all. Where the water is shallow, the soil has been gathered into beds, like those in a vegetable garden, the surface of the beds being a little above the level of the water. These beds are thickly planted with the indigo plant, which is one of the leading productions of such a region. The only manner in which this soil, rich with the decomposition of vegetable matter, seems to require, is one which is very easily got in abundance, viz. mud. All the narrow channels are filled with mud-scows, gathering the cheap fertilizer for their water-indigo-farms. Each scow is provided with a pair of long bamboo poles, which are set on the edge of the craft, and which work like a pair of scissors. At the end of this bamboo scissor, which is under water, is a pouch of cloth made to contain a large quantity of mud. By a dexterous sweep of the scissor, the boatman plunges the bag into the water, and then with a skillful jerk he gathers it full of ooze, and by an easy swing brings it over the side of his scow, into which it is emptied. Each bag-full is examined to see if it contains any fish, and if this should be the case, a push of the boatman's toe lands the fish in a different compartment of the scow. The mud is delivered at the edge of the indigo plot and distributed evenly over the surface by means of a simple drag. When the indigo is well started, it requires incessant irrigation. The means by which this is accomplished is easily, in an excellent specimen of the ingenious simplicity so common among the Chinese. Three poles are thrust into the water, at the edge of the bed to be watered, in the form of a tripod. This makes a firm support for a trough, by which the water is poured into the required channel. An upright pole firmly planted in the water, supports two smaller ones which act as a sweep, to the end of which is affixed the bucket, by means of which an amazing amount of water can be delivered with great rapidity. The whole apparatus is movable and can be pulled up and fixed in a new place, in less time than it has taken to describe it. Besides the reeds already mentioned, and indigo, the marshes yield a kind of rice called *tao-tu*, and a plant known as *chi-mi*, which has the singular property of enabling him who eats it to remain in a sort of temporary torpor as regards his bodily functions, and is therefore in much request among officials, who are to be presented to the Emperor, and who are often kept in waiting for a great length of time, during which they dare not stir. The lotus is also cultivated as well as the water chestnuts and other useful plants.

During the intervals of his farming, the cultivator of these water lots has leisure to fish for weeds, which, when dried, furnish all the fuel he requires. In the midst of the marsh, is a market-town of some size, where several firms engaged in the shipment of indigo have their headquarters. As a large fair was soon to be held in a neighbouring town, many boats were anchored, unloading a variety of goods, and the market was extremely lively. This market-town is called Chao K'ou, and is itself a relic of a mighty past. In the midst of the village, stands a plain wooden portal, with an inscription, intimating that this was the ancient boundary between the state of

Yen, to the north, and the state of Chiao to the south, in the ancient days when China was divided up into a multitude of petty kingdoms, all in a condition of mutual hostility one to another. In those days, and long afterward too, the centre of the narrow causeway through the wide marsh, was a barrier and a military frontier, not lightly to be passed. It was by this route that the famous Young Lo, son of the founder of the Ming Dynasty, made his way to the north, to see if he could win territory from the Tartars, who had their headquarters in the ancient capital of Kublai Khan. The father of Young Lo had passed him over in the order of succession, and had bestowed the throne on a grandson, named Chien Wan, sending Young Lo northward, with the presence might not embarrass the new administration. It is popularly believed that Young Lo's father allowed him but a trifling force with which to venture on his northward raid, but his son was fully equal to the exigency. Gaining his scanty retinue, he set them on their way, and he and his followers, who wished to see their friends and relatives, once more, might send for them, and have a short visit, in the camp. Fully appreciating the kind thoughtfulness of their young commander, each man sent for all the friends he could think of, and when they were fully gathered, the prince informed them that it was his intention to avail himself of their kind assistance in his impending attack on the Tartars, whether they thirdered for the enterprise or not. "What can be cured, must be endured," said this band of marauders so easily collected, marched to an easy victory. When they had got as far as the southern edge of the great marsh, they came upon a city called Mao Chou, which refused to open its gates to the young adventurer, who did not wait to besiege it, but passed on to the capture of the Tartar stronghold, which did not long hold out. When this was made secure, the prince returned to consider the case of Mao Chou, which he captured, and reduced to ruins by causing each soldier to carry off one brick from its extensive wall, leaving a mere bank of earth which still stands to mark the spot. Singularly enough, the name of Mao Chou has not changed, and the place is nominally a Chou city to this day, though in reality nothing but a straggling market-town, noted for nothing but a great annual market held in the fourth moon, the completeness of the display at which has passed into a widely current proverb. It is not easy, however, to see what should give occasion to so large a fair in such an unfavourable situation, for the place is low and just on the edge of the region of interminable swamps. It should be noted that the young prince who captured Mao Chou, and subdued the northern Tartars, returned to his father's capital, with much prestige, and we are not surprised to hear that he long (1403) he succeeded his nephew, and became emperor, as remarked, taking the famous title of Young Lo. It was he who removed the national capital to the new city of Peking, near the site of that known in the Yuan Dynasty, and it is his tomb which surprises the traveller with its magnificence, in the celebrated "Ming Tombs" northwest of Peking. He was a great man in many ways, and we should have been sorry if he had not succeeded in correcting his father's mistake in passing him over, in favour of a nephew.

THE FUTURE OF JAPANESE TEA.

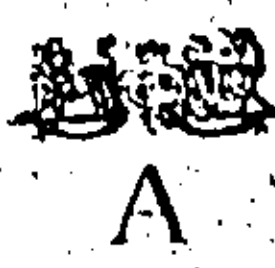
Our Yokohama contemporary the *Yokohama Mail* translates the following interesting article from the *Mainichi Shimbun*:—

By lately published statistics on Japanese tea we observe that the value of the tea exported in 1881 amounted in round numbers to yen 5,819,000. In 1885 the amount reached yen 6,844,000; and the following year yen 7,723,000. The total amount of our exports in 1886 was 4,797,000; of which yen 10,000,000 was reached from the silk-trade. We see then what an important position among our staple products tea holds. Every country has its staple articles of export. England's wheat flour, but in no country but Japan do one or two articles constitute more than half of the produce exported. The important position that tea occupies as a source of national revenue demands that great attention should be paid to its cultivation. We are sorry to see that this is lacking. From the statistics supplied by the Tea Association we gather that during the past four years there has been a general falling off in the prices realized for various teas. The subjoined table shows the prices at which teas from principal localities have been selling:—

SEWAGE, TONNAGE, AND MISCELLANEOUS.	1887.	1888.
First medium	13.00	12.00
Second medium	12.00	11.00
Common medium	11.00	10.00
First medium	12.00	11.00
Second medium	11.00	10.00
Common medium	10.00	9.00
First medium	11.00	10.00
Second medium	10.00	9.00
Common medium	9.00	8.00
First medium	10.00	9.00
Second medium	9.00	8.00
Common medium	8.00	7.00

The traveller in China, in recent days (like ourselves) in the details of his journey, knows that China has a great antiquity, it is apt to suppose that he shall constantly stumble on relics of a long faded past, reaching back at least 1,500 or 2,000 years. In a few exceptional instances, and in certain limited regions, this will no doubt be the case, but not often. It was therefore with peculiar joy, that we heard that a trifling village called Kuan Chang P'u a short distance south of the city of Jen Chiu, is the traditional site of the first so famous meeting between Kuan Yun Chang, the honoured god of war, Chang Fei, and Liu Pei, in the troublous times of the Three Kingdoms (about A.D. 180). The very site of the immortal oath of brotherhood, is still pointed out, and is decorated with a temple in honour of the historic event, albeit as our simple-minded informant observed, "the peach-trees are all gone now!" In still another way, we were reminded of the vital existence of the remote past. At every turn, we were assailed with enquiries as to the exact time of the arrival of the "Holy Man," by which was intended the present lineal descendant of the Sage Confucius, who happened to be making his usual visit to Peking. The uninitiated foreigners, it is certain, appeared singular, so dusty, and so fatiguing a route to the Capital, when he could have gone nearly all the way by boat with comparative comfort. It is not to be explained by the contempt which, according to the classics, the "Superior Man" feels for comfort, or tranquillity. On the contrary, it is an ancient and venerated custom in China, that when a person who is demonstrably "holy" turns up, he should be welcomed, not only with cordiality, but that cordiality should take the form of a testimonial. To some extent this is true of all distinguished travellers in China, when they pass through the jurisdiction of local magistrates, and why not of the traditionally "holy man?" His retinue must have been a large one, (we had unfortunately no opportunity of seeing it), for he was promptly for his use, in some of which we were kindly allowed to "tarry for a night," were numerous. About ten miles south of Ho Chien fu, a prefectural city surrounded, as its name (which is the equivalent of Mesopotamia) implies, by rivers, is crossed by the small stream, already referred to, often termed the Tzu Ya, or Hsin Hsiang. It is rather remarkable that a canal than a river, for its eddies supply, always much reduced by the use made of it for irrigation in the upper part of its course, is reduced in the spring to a minimum. Still it floats many boats on its scanty waters, and is an important outlet for a wide region otherwise not easily accessible. Within recent years, this little stream has become well known as the outlet by a new and artificial channel, of the troublesome Hu To river, which comes through the mountains from Shansi as already mentioned, with destruction in its touch, for it overwhelms all the lands that it covers with its dreadful burden of fine sand, produced by the grinding up of the rocks in the Ta Hang mountains. Of late years, His Excellency Li Hung-chang has interested himself in this river, and has had an old river bed excavated for about 30 miles, lending the turbid waters by a new route to the great joy of those who are freed from the ever present threat of ruin, and to the keen anguish of those who have now been brought into the track of a ruin to which they were formerly strangers. The new channel, strangely enough, has practically no banks to restrain the waters in case of flood, from a general de-astation, and this great lack is explained by the fact that it is useless to have such embankments in the lower part of its course, when experience shows that the river generally breaks in the upper portion toward the Shansi mountains. If any constraint at all is to be exercised over such a violent disturber of Chinese peace as the Hu To river has always shown itself to be, it is to be done by the relief should not be of a radical nature and not a mere temporizing. It is not at all unlikely, however, that the distinguished statesman who has already on hand enough problems to overwhelm half the cabinets of Europe, either feels unable to decide what is the best thing to be done, or what is quite as probable, has no surplus revenues to invest in

To-day's Advertisements.

PIANOS FOR SALE.  PIANOS ON HIRE.
A. H. A. H. N.,
PIANO TUNER AND REPAIRER.
Owing to the increasing patronage to the Piano Tuning Department of my business, I am obliged to give up "Store-keeping" from the 1st of September next. During this month of August, I will, therefore, SELL at REDUCED PRICES ALL BRASS, WIND, and STRING INSTRUMENTS, etc. Special arrangements have been made for the SALE of TOYS and FANCY GOODS at an average price of 50 cents cash. The Store will be kept open daily till 8 P.M.
Hongkong, 1st August, 1888. [761]

ZETLAND LODGE.
No. 525.
A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, THIS EVENING, the 1st August, at 8.30 for 9 O'CLOCK precisely. Visiting Brethren are cordially invited.
Hongkong, 1st August, 1888. [738]

THEATRE ROYAL.
CITY HALL, HONGKONG.
TO-MORROW EVENING,
AUGUST 2ND, 1888.
THE AMERICAN MUSICAL COMEDY AND OPERA COMPANY.
Directors: [Mr. PEMBERTON W. WILLARD, JOHN F. SHERIDAN.]

Will appear as above in THE FAMOUS MUSICAL COMEDY IN THREE ACTS, ENTITLED—
"FUN ON THE BRISTOL."
CAST OF CHARACTERS.
Widow O'Brien—Mrs. John F. Sheridan.
Dora McAllister—Miss VERA PATEY.
Nora O'Brien—Miss MAUDE HARE.
Bella Thompson—Miss G. WHITEHEAD.
Count Menagoff—Mr. H. M. IMANO.
Captain Cranberry—Mr. A. SUTCH.
Thomas Cranberry—Mr. CHARLES FISHER.
Richard Sparks—Mr. WHIFFEN CRIPPS.
Jerry Thompson—Mr. H. HASSAN.
John Lovell—Mr. J. HAINES.
Pinkerton Hawshaw—Mr. J. MANNING.

Act I.—HOME OF WIDOW O'BRIEN.
Act II.—SALOON OF ST. BRISTOL.
Act III.—NIGHT ON THE OCEAN.
In Act II. a condensed version of "LE TROVATORE" will be introduced.
Conductor—Mr. J. A. ROBERTSON.
SATURDAY, 4th August, 1888.
"LES CLOCHES DES CORNEVILLES."
Prices \$3, \$2, and \$1.
Plan at Messrs. KELLY & WALSH'S, LD.
All communications to PEMBERTON W. WILLARD, Hongkong Hotel, Hongkong, 1st August, 1888. [748]

BANK HOLIDAY.
In accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 6th instant.
For the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA, JOHN THURBURN, Manager, Hongkong.
For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA, T. H. WHITEHEAD, Manager, Hongkong.
For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.
For the COMPTON D'ESCOMPTE DE PARIS, CHANTREY INCHBALD, Agent, Hongkong.
For the NEW ORIENTAL BANK CORPORATION, LIMITED, E. W. RUTTER, Manager, Hongkong.
Hongkong, 1st August, 1888. [758]

GOVERNMENT NOTIFICATION.
It has been brought to the notice of the Government that bathing parties frequent Stone Cutters' Island without being duly authorised to do so; and, as this is an offence within the meaning of subsection 3 of section 6 of Ordinance 12 of 1856, persons who do not possess permits from the Colonial Secretary for landing upon the Island are requested to obtain them without delay.
By Command, FREDERICK STEWART, Colonial Secretary.
Colonial Secretary's Office, Hongkong, 31st July, 1888. [759]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company No. 14, Praya Central, on MONDAY, the 27th instant, at 3 P.M., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to 30th June, 1888.
The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th August, both days inclusive.
By Order of the Board of Directors, D. GILLIES, Secretary.
Hongkong, 1st August, 1888. [760]

THE "GIBB" LINE.
FOR SYDNEY AND MELBOURNE.
Taking through Cargo for QUEENSLAND PORTS, ADELAIDE, TASMANIA, NEW ZEALAND, &c.
THE British Steamer
"MOGUL,"
Captain Johnson, due shortly with part Cargo from Japan, will be despatched as above on or about the 15th instant.
Attention is directed to the Steamer's comfortable Saloon and State Rooms, affording excellent accommodation for First Class Passengers. To be followed by the S.S. "DELCOMYN" on or about 31st inst.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Managers.
Hongkong, 1st August, 1888. [757]

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For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Managers.
Hongkong, 1st August, 1888. [757]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(PASSING THROUGH THE INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship
"MALWA,"
will leave for the above places on TUESDAY, the 14th August, at DAVLIGHT.
E. L. WOODIN, Superintendent.
Hongkong, 1st August, 1888. [73]

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship
"PESHAWUR,"
will leave for the above place about 24 hours after her arrival with the outward English Mail.
E. L. WOODIN, Superintendent.
Hongkong, 1st August, 1888. [73]

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADELAIDE, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON.
MADRAS, CALCUTTA AND AUSTRALIA.
M.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR RAVATIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.
SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "MIRZAPUR," Captain R. Harvey, with Her Majesty's Mails, will be despatched from her port of LONDON direct, VIA SUZ CANAL and usual ports of call on SATURDAY, the 11th August, at NOON.
Cargo will be received on board until 4 P.M. P.M., on the day before sailing.
For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
E. L. WOODIN, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, 1st August, 1888. [73]

FOR NEW YORK.
THE 3/3 L. I. American Ship
"W. H. CONNER,"
Butman, Master, shortly expected, will load here for the above Port, and will have a quick despatch.
For Freight, apply to PUSTAU & Co., Hongkong, 1st August, 1888. [755]

Intimations.
NOTIFICATION.
CUSTOM HOUSE, Kowloon, 30th July, 1888.
NOTICE is hereby given that FRIDAY NEXT, the 3rd August (6th Moon and 26th day), being the BIRTHDAY OF HIS MAJESTY THE EMPEROR OF CHINA, will be observed as a HOLIDAY at the Kowloon Customs and Stations. All Examination of Cargo and Clearance of Junks will be entirely suspended on that date.
F. A. MORGAN, Commissioner of Customs. [750]

THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.
THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public Traffic on WEDNESDAY, the 30th May.
WEEK DAYS.
The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP:—
8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. " " half hour.
4 to 8 " " quarter of an hour.
SUNDAYS.
1 past 12 to 1 past one every quarter of an hour; and from 4 to 8 P.M. every quarter of an hour.
Single Tickets may be obtained in the Cars; Gentlemen are requested NOT TO SMOKE in the Middle Compartment.
Tickets for 40 trips up and 30 trips down, First-class, at \$12.00; and Tickets for six trips up and six trips down, at \$2.50. Five-Cent Coupons and Reduced Tickets may be obtained at the Office of
MACEWEN, FRICKEL & Co., General Managers.
VICTORIA EXCHANGE, 50 & 52, Queen's Road, Hongkong, 27th July, 1888. [539]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.
THE Company is prepared to Tranship Cargo from its Godowns at Kowloon or West Point to any Steamer in the harbour, and to bring Cargo across from Kowloon to any place on the Praya at the usual rates.
By Order, ISAAC HUGHES, Secretary.
Hongkong, 20th April, 1888. [428]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.
NOTICE is hereby given that all Vessels discharging Bombay Cotton and Cotton Yarn, at the Kowloon Wharves will have free storage for 14 days from arrival, after which a RENT of 3 Cents per Bale per Month will be charged.
ISAAC HUGHES, Secretary.
Hongkong, 7th November, 1887. [73]

Intimations.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE FORTY-FOURTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 7, Queen's Road Central, on FRIDAY, the 3rd August, at 12 O'CLOCK Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, and Electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from 21st instant to 3rd August, inclusive.
By Order of the Board of Directors, T. ARNOLD, Secretary.
Hongkong, 14th July, 1888. [703]

HONGKONG AND SHANGHAI BANKING CORPORATION.
NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the Twenty-fifth day of August, at TWELVE O'CLOCK NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1888.
By Order of the Court of Directors, T. JACKSON, Chief Manager.
Hongkong, 27th July, 1888. [741]

HONGKONG AND SHANGHAI BANKING CORPORATION.
NOTICE is hereby given that the REGISTER OF SHARES of the Corporation will be Closed from the 11th (SATURDAY), to the 25th day of August next, both days inclusive, during which period no transfer of Shares can be registered.
By Order of the Court of Directors, T. JACKSON, Chief Manager.
Hongkong, 27th July, 1888. [742]

NOTICE.
THE CERTIFICATE No. 1,374, dated 30th June, 1885, of the Shares Nos. 4516/4525 in this Company, standing in the name of MR. GEORGE LEWIS, of Shanghai, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.
Dated 21st July, 1888. JAS. B. COUGHTRIE, Secretary. [725]

IMPAIRED VISION.
LAWRENCE & MAYO'S PERFECT PEBBLES.


Are clear, cool, & preserving to the Sight.
MR. LAWRENCE is now in Hongkong and may be consulted at the HONGKONG HOTEL Room No. 20 daily from 8 A.M. to 6 P.M. (CONSULTATION FREE).
SPECTACLES & BLINDNESS.
The symptoms indicating failure or irregularities of sight are frequently too long disregarded and either from ignorance or feeling of diffidence, the aid demanded by nature is withheld until serious mischief has been caused to the sight, often resulting in blindness.
The following patients of many hundreds have sent unsolicited acknowledgments of the benefit they have derived from the use of our Pebble Spectacles:—
The Earl & Countess Lindsay; Queen's Gate, London, S.W.
Lady Kemball, 79 Queen's Gate, London, S.W.
Lady Emily Digby, Coventry, England.
S. R. Groom, Esq., F.R.G.S., Barrister at Law, Singapore.
The Hon. E. E. Isermonger, Col. Treasurer, Singapore.
R. Huddle, Esq., Deputy Master Attendant, Singapore.
Dr. Richard Bowman, L.R.C.P., Singapore.
J. R. Allan, Esq., Singapore.
Surgeon General W. Collins, M.D., India.
Major General Sir M. Biddulph, C.B., India.
Surgeon General A. E. Dale, M.D., India.
Major General Murray, C.B., India.
Brigade Surgeon J. A. Scott, M.D., India, &c.
For protection against sun and dust our Luculent Glass Protection are strongly recommended by the leading Ophthalmic Surgeon.
"MILITARY MEN, ENGINEERS, PERMANENT WAY INSPECTORS, and those whose occupation compels them to be out in the heat of the day, will find these Glasses invaluable. By their use the eyes are kept cool, and dimness of vision, inflammation of the eyes and IRRITATIVE FEVER, consequent on over-exposure to the glare, are prevented."

LAWRENCE AND MAYO, OPHTHALMIC OPTICIANS.
(Opticians to the Principal Ophthalmic Surgeons in England and India.)
OFFICES:—OLD BOND STREET, London.
3 & 4 HARE STREET, Calcutta.
22 RAMPART ROW, Bombay.
Hongkong, 24th July, 1888. [732]

BOWRINGTON FOUNDRY, EAST POINT, HONGKONG.
A. G. GORDON & Co.
A. G. GORDON & Co. are prepared to undertake every description of ENGINEERING and SHIP-BUILDING WORK, both aloft and ashore, on most reasonable terms.
ESTIMATES FURNISHED FOR THE CONSTRUCTION OF STEAM LAUNCHES, REPAIRS TO THE ENGINES AND BOILERS OF STEAMERS, CASTINGS, &c., &c., &c.
Hongkong, 1st January, 1888. [141]

J. AND R. TENNENT'S ALE AND PORTER.
DAVID CORSAK & SONS, MERCHANT NAVY, NAPIER BOILER, LONG FLAX, CANVAS, ARNOLD, KARBURG & Co.
Hongkong, 15th June, 1888. [63]

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—154 per cent. premium, sellers.

Union Insurance Society of Canton—\$74 per share, sellers.

China Traders' Insurance Company—\$74 per share, sellers.

North China Insurance—Tls. 285 per share, buyers.

Canton Insurance Company, Limited—\$77 per share, sellers.

Vangtze Insurance Association—Tls. 88 per share, sellers.

Chinese Insurance Company—\$180 per share, buyers.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$347 per share, buyers.

China Fire Insurance Company—\$78 per share, buyers.

Hongkong and Whampoa Dock Company, 31 per cent. premium, buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$219 per share, sellers.

China and Manila Steam Ship Company—108 per share.

Hongkong Gas Company—\$135 per share, sellers.

Hongkong Hotel Company—\$175 per share, sellers.

Indo-China Steam Navigation Company, Limited—12 per cent. dis. sellers.

Douglas Steamship Company—\$58 per share, sellers.

China Sugar Refining Company, Limited—\$187 per share, sellers.

Luen Sugar Refining Company, Limited—\$59 per share, sellers.

Hongkong Ice Company—\$80 per share, buyers.

Hongkong and China Bakery Company, Limited—\$80 per share.

Hongkong Dairy Farm Co., Limited—\$12 per share.

A. S. Watson & Co., Limited—90 per cent. premium, ex. div. buyers.

Chinese Imperial Loan of 1884 A—2 per cent. premium.

Chinese Imperial Loan of 1884 B—8 per cent. premium.

Chinese Imperial Loan of 1884 C—10 per cent. premium, buyers.

Chinese Imperial Loan of 1884 D—12 per cent. premium.

Hongkong and Whampoa Dock Company, Limited—\$110 per share, buyers.

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Tonghai Coal Mining Co.—35 per cent. premium, sellers.

The Hongkong High-Level Tramway Co., Limited—210 per cent. premium, buyers.

EXCHANGE.

On Bank of China, Tls. 100 = 2/11 1/2

On Bank of India, Tls. 100 = 2/11 1/2

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OPPIUM MARKET.—THIS DAY.

NEW MALWA per picul \$530 to \$550

(Allowance, Tels 32 to 56)

OLD MALWA per picul \$570 to \$580

(Allowance, Tels 32 to 56)

NEW PATNA, (without choice) per chest \$498 1/3 to \$503 1/3

NEW BENARES, (without choice) per chest \$485 to \$487

NEW BENARES, (bottom) per chest \$497

NEW PERSIAN (best quality) per picul \$640

OLD PERSIAN (best quality) per picul \$600

OLD PERSIAN (second quality) per picul \$555 to \$570

CHINA COAST METEOROLOGICAL REGISTER.

31st July, 1888.—At 4 p.m.

STATION	Wind	Temp.	Humidity	Bar.	Wind	Temp.	Humidity	Bar.
Widdowson	SE 57	63	...	...	SE 57	63	...	...
Todd	SE 57	63	...	...	SE 57	63	...	...
Shanghai	SE 57	63	...	...	SE 57	63	...	...
Amoy	SE 57	63	...	...	SE 57	63	...	...
Hongkong	SE 57	63	...	...	SE 57	63	...	...
Swatow	SE 57	63	...	...	SE 57	63	...	...
Shanghai	SE 57	63	...	...	SE 57	63	...	...
Amoy	SE 57	63	...	...	SE 57	63	...	...
Hongkong	SE 57	63	...	...	SE 57	63	...	...
Swatow	SE 57	63	...	...	SE 57	63	...	...

1st August, 1888.—At 10 a.m.

STATION	Wind	Temp.	Humidity	Bar.	Wind	Temp.	Humidity	Bar.
Widdowson	SE 57	63	...	...	SE 57	63	...	...
Todd	SE 57	63	...	...	SE 57	63	...	...
Shanghai	SE 57	63	...	...	SE 57	63	...	...
Amoy	SE 57	63	...	...	SE 57	63	...	...
Hongkong	SE 57	63	...	...	SE 57	63	...	...
Swatow	SE 57	63	...	...	SE 57	63	...	...
Shanghai	SE 57	63	...	...	SE 57	63	...	...
Amoy	SE 57	63	...	...	SE 57	63	...	...
Hongkong	SE 57	63	...	...	SE 57	63	...	...
Swatow	SE 57	63	...	...	SE 57	63	...	...

The barometer has risen along the coast and falls in Luzon. Gradients are gentle for south winds. Cloudy, warm and rather dry weather prevails.

The thermometer is at level of the sea in Luzon, south and north winds. Had fine weather, throughout the voyage, and light south-east winds down the China coast.

The British ship *Nyl Chau* reports that she left Samarang on the 29th ultimo. Had light south-east winds in the Java Sea. Strong southerly winds in the China Sea to lat. 19 north from there to Hongkong.The German steamship *Preussen* reports that she left Wessing on the 29th ultimo at 9 a.m. Experienced fine weather and light south-west winds till yesterday morning, when rain set in; arrived here yesterday afternoon at 4.30 o'clock.The British steamship *Taitchow* reports that she left Koh-shiang on the 26th ultimo. Experienced fine weather in the Gulf of Siam. On Pulo Condore had heavy rain and general dirty weather. From there to port moderate monsoon and fine clear weather.The Japanese steamship *Fushiki Maru* reports that she left Kuchinotzu on the 27th ultimo. Had fine weather, throughout the voyage, and light south-east winds down the China coast.The British ship *Nyl Chau* reports that she left Samarang on the 29th ultimo. Had light south-east winds in the Java Sea. Strong southerly winds in the China Sea to lat. 19 north from there to Hongkong.The German steamship *Preussen* reports that she left Wessing on the 29th ultimo at 9 a.m. Experienced fine weather and light south-west winds till yesterday morning, when rain set in; arrived here yesterday afternoon at 4.30 o'clock.The British steamship *Taitchow* reports that she left Koh-shiang on the 26th ultimo. Experienced fine weather in the Gulf of Siam. On Pulo Condore had heavy rain and general dirty weather. From there to port moderate monsoon and fine clear weather.The Japanese steamship *Fushiki Maru* reports that she left Kuchinotzu on the 27th ultimo. Had fine weather, throughout the voyage, and light south-east winds down the China coast.The British ship *Nyl Chau* reports that she left Samarang on the 29th ultimo. Had light south-east winds in the Java Sea. Strong southerly winds in the China Sea to lat. 19 north from there to Hongkong.The German steamship *Preussen* reports that she left Wessing on the 29th ultimo at 9 a.m. Experienced fine weather and light south-west winds till yesterday morning, when rain set in; arrived here yesterday afternoon at 4.30 o'clock.The British steamship *Taitchow* reports that she left Koh-shiang on the 26th ultimo. Experienced fine weather in the Gulf of Siam. On Pulo Condore had heavy rain and general dirty weather. From there to port moderate monsoon and fine clear weather.

MAILS EXPECTED.

THE AMERICAN MAIL.

The O. & S. S. Co.'s steamer *Galle*, with mails, &c., from San Francisco to the 11th ulto, left Yokohama on the 29th, and may be expected here on or about the 4th instant.

THE CANADIAN MAIL.

The steamer *Zambesi*, with the Canadian mail, left Yokohama on the 31st ultimo, and is due here on the 6th instant.

The steamer *Port Adelaide*, with the Canadian mail, left Vancouver on the 20th ultimo, and is due here on or about the 18th instant.

STEAMERS EXPECTED.

The Navigazione Generale Italiana Co.'s steamer *Stura*, left Singapore on the 27th ulto, and is expected here on the 2nd instant.

The 'Union' line steamer *Guy Manning*, from Hamburg, left Singapore on the 27th ulto, and may be expected to arrive on the 3rd instant.

The 'Union' line steamer *Dorset*, from London, left Singapore on the 28th ultimo, and may be expected to arrive on the 4th proximo.

The P. & O. S. N. Co.'s steamer *Tehran*, from Bombay, left Singapore on the 30th ultimo, and is expected on the 1st instant.

The 'Glen' line steamer *Glenary*, from London, left Singapore on the 31st ultimo, and is due here on the 6th instant.

The Austro-Hungarian Lloyd S. N. Co.'s steamer *Maria Teresa*, from Trieste, left Colombo on the 31st ulto, and may be expected here on or about the 13th instant.

SHIPPING.

TANNADICE, British steamer, N. Shannon, 31st July, Sydney and July, via Moreton Bay, Keppel Bay, Townsville, Cooktown, Thursday Island 11th, and Port Darwin 21st, Coals and General.—Russell & Co.

PREUSSEN, German steamer, 2,899, C. Pohle, 31st July, Shanghai 29th July, Mails and General.—Messageries Maritimes.

MELBIE, British gunboat, 2nd-class, 430 tons, 430 horse-power, 4 guns, Lieut. Commander W. H. Maturin, 31st July, from a cruise.

KWANG KAI, Chinese corvette, 1st August, from Canton.

FUSHIKI MARU, Japanese steamer, 1,118, Franks, 1st August, Kuchinotzu 27th July, Coals.—Mitsui Bussan Kaisha.

FU-VEW, Chinese steamer, 936, Graham, 1st August, Whampoa, 1st August, General.—C. M. S. N. Co.

KWANGSANG, British steamer, 985, Sellar, 1st August, Whampoa, 1st August, General.—Jardine, Matheson & Co.

OKUS, French steamer, 2,390, Guirand, 1st August, Marseilles 1st July, Alexandria 6th, Port Said 7th, Suez 8th, Aden 12th, Colombo 20th, Singapore 26th, and Saigon 29th, Mails and General.—Messageries Maritimes.

NVL GHIAU, British ship, 1,252, W. B. Butter, 1st August, Samarang 20th July, Ballast.—Order.

ESPERIA, German steamer, 1,136, L. Madsen, 1st August, Singapore 26th July, General.—Messageries Maritimes.

CHANGSHI, British ship, 1,490, J. E. Williams, 1st August, Japan 26th July, General.—Butterfield & Swire.

TAICHOW, British steamer, 862, J. Newton, 1st August, Bangkok 26th July, Rice and General.—Yuen Fat Hong.

SOCHOW, British steamer, 325, Rowin, 1st August, Pakhoi 28th July, and Hoihow 31st, General.—Order.

CLEARANCES AT THE H.M. CUSTOMS OFFICE.

July 31, *Protonis*, British steamer, for Foochow.

July 31, *Mellita*, German steamer, for Whampoa.

July 31, *Thyra*, German steamer, for Whampoa.

July 31, *Wessing*, British steamer, for Whampoa.

August 1, *Feima*, British steamer, for Foochow.

August 1, *Kwangle*, Chinese ship, for Shanghai.

August 1, *Devawongse*, British steamer, for Swatow.

PASSENGERS ARRIVED.

Per *Tannadice*, str. from Sydney.—Mr. A. Platt, and 44 Chinese. From Adelaide.—1 Chinese. From Melbourne.—58 Chinese. From Brisbane.—Mr. and Mrs. Phillips, and 2 Chinese. From Rockhampton.—12 Chinese. From Cooktown.—2 Chinese. From Thursday Island.—5 Malays. From Port Darwin.—Messrs. Ray, Dobson, Baird, Munday, Pervis, and 10 Chinese.

Per *Preussen*, str. from Shanghai for Hongkong.—Mr. McNair, and 6 Chinese. For Southampton.—Messrs. Duffie and Nazer. For Bremen.—Mr. Greve.

Per *Oxus*, str. from Marseilles for Hongkong.—Messrs. P. Leyret and Baron. From Colombo.—Mr. Campbell. From Batavia.—Mr. and Mrs. Nelsons. From Singapore.—Lieutenant-Colonel Stevens and servant. From Saigon.—28 Chinese. From Singapore for Shanghai.—Mr. S. Joseph. From Saigon.—Mr. Dasse, 2 officers, and 24 sailors. From Singapore for Kobe.—Mr. Amamoto, and 3 daughters. From Marseilles for Yokohama.—Messrs. Deck, Matsunuma, and Sembon.

Per *Hesperia*, str. from Singapore.—210 Chinese.

Per *Sochow*, str. from Pakhoi, &c.—90 Chinese.

Per *Taitchow*, str. from Bangkok.—Messrs. W. Forester and S. J. de Luz, and 124 Chinese.

Per *Changshu*, str. from Japan.—Mr. J. Thomas.

DEPARTED.

Per *Kwangle*, str. for Shanghai.—10 Europeans and 200 Chinese.

Per *Protonis*, str. for Foochow.—20 Chinese.

Per *Devawongse*, str. for Swatow.—200 Chinese.

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The British steamship *Tannadice* reports that she left Sydney on the 2nd ultimo; called at Moreton Bay, Keppel Bay, Townsville, and Cooktown; arrived at Thursday Island at noon on the 11th; left again at 6 p.m. the same day for Port Darwin, which was reached on the 14th at 4 p.m., and remained there until the 21st, discharging 800 tons general cargo and supplying H.M.S. *Myrmidon* with coals. Left Port Darwin at 1 p.m. on the 21st for Hongkong; passed Samarang at 7 p.m. on the 22nd, Banks Island was passed at 7 a.m. on the 23rd, and passed through the Basilan Channel at dusk on the 26th; passed Cape Calivite on the 28th, and shaped a course across the China Sea, making the land at noon on the 31st; passed Tamkan at 3.40 p.m., and arrived at buoy at 6 p.m. On leaving Sydney the wind was fresh from south-east with dirty rainy weather and high sea as far as Cape Moreton; from there fine weather and pleasant south-east winds to Port Darwin; from there light easterly freshening to moderate south-east breeze and fine weather was carried to Molucca Passage; thence to Basilan variable winds, mostly westerly, and showery weather. From Basilan south-west winds moderate at first, freshening to a strong breeze and dirty squally weather with high sea half way across the China Sea. The remainder of the passage light to moderate west-south-west winds and fine weather. On the 24th ultimo at 1 p.m. in lat. 1.30 south and long. 126.40 east, spoke the steamship *Guthrie*, bound south; on the 26th, thirty miles south of Basilan, spoke the American ship *Wich*, of Boston, from Cape Horn, New York, and the *Wich* was bound south, and wished to be reported all well; on the 27th in lat. 10 north and long. 123 east, passed the steamship *Anjer*, bound south.

SHIPPING IN HONGKONG.

ACTIV, Danish steamer, 355, N. C. Revsbeck, 30th July.—Pakhoi 27th July, and Hoihow 29th, General.—Arnhold, Karberg & Co.

ANADYR, French steamer, 2,489, Delacroix, 31st July, Shanghai 28th July, Mails and General.—Messageries Maritimes.

ANTON, German steamer, 396, E. Aereboe, 29th July.—Hoihow 28th July, General.—Wieler & Co.

BATAVIA, British steamer, 1,661, W. H. Watson, 30th July, San Francisco 25th June, Vancouver, B.C., 3rd July, Victoria, B.C., 4th, Yokohama 21st, and Kobe 24th, General.—Adams, Bell & Co.

CELEBES, Dutch steamer, 1,423, T. C. Toen, 31st July, Batavia 15th July, Singapore 24th, and Saigon 28th, General.—Jardine, Matheson & Co.

CICERO, British steamer, 1,030, George, 31st July.—Sigon 26th July, Rice and Paddy.—Arnhold, Karberg & Co.

CITY OF RIO DE JANEIRO, American steamer, 3,358, Wm. Ward, 29th July, San Francisco 30th June, and Yokohama 21st July, Mails and General.—P. M. S. S. Co.

CLARA, German steamer, 674, Christensen, 22nd July.—Haiphong 20th July, General.—Siemssen & Co.

DAPHNE, German steamer, 75, T. Voss, 31st July.—Kobe 25th July, General.—Siemssen & Co.

DELCOYNE, British steamer, 1,183, F. Ekus, 31st July.—Joana 12th July, Sugar.—Jardine, Matheson & Co.

FALKENBURG, German steamer, 1,214, Dreyer, 26th July.—Bangkok 19th July, General.—Melchers & Co.

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HAIPHONG, British steamer, 1,122, Harris, 27th July.—Saigon 23rd July, Rice and Paddy.—D. Laprade & Co.

PILOT FISH, British steamer, 161, A. Stopani, Hongkong and Whampoa Dock Co.

REZOUS, British steamer, 2,110, W. T. Kayle, 24th July.—Kobe 17th July, Coals and General.—Order.

TAISANG, British steamer, 1,505, Jackson, 27th July.—Calcutta 12th July, Penang 19th, and Singapore 21st, General.—Jardine, Matheson & Co.

THIBET, British steamer, 1,671, G. W. Atkinson, 21st July.—Bombay 7th July, and Singapore 17th, General.—P. & O. S. N. Co.

THOR, Norwegian steamer, 1,228, F. Ivanin, 27th July.—Batoum 13th July, Petroleum.—Order.

VENETIA, British steamer, 1,609, F. Cole, 31st July.—Bombay 14th July, and Singapore 26th, General.—P. & O. S. N. Co.

WAITING, Chinese steamer, 227, Cheong Shang, 1st July.—Tamsui 10th July, General.—Sanders & Co.

SAILING VESSELS.

ARON, Norwegian bark, 634, A. Christensen, 11th July.—Singapore 27th June, Timber.—Order.

COMET, German ship, 1,083, Kaupner, 17th July.—Cardiff 4th April, Coals.—Order.

CUTHONA, British 3-m. schooner, 301, James Giffert, 19th June.—Sharks Bay 12th May, Sandalwood.—Jardine, Matheson & Co.

ERIKONING, Chinese bark, 457, Optum Examination hull, Stonecutters' Island.—Chinese Custom.

ESCORP, American bark, 636, R. G. Waterhouse, 15th July.—Iloilo 3rd July, General.—Chinese.

E. J. SPENCE, British bark, 510, J. H. Gill, 14th June.—Newchwang 27th May, Beans.—Chinese.

GRANITE STATE, American ship, 1,685, Wm. Ross, 19th July.—New York 12th April, Oil.—Order.

G. H. WAPPAUS, British bark, 533, Engleson, 21st July.—Batavia 29th June, Bones.—Butterfield & Swire.

HEINRICH, German ship, 923, F. H. Bannau, 20th May.—Middleborough 17th Dec., Iron and Coals.—Arnhold, Karberg & Co.

HYDRA, Danish bark, 786, C. Christensen, 6th July.—Hamburg 11th March, General.—Arnhold, Karberg & Co.

JOHN NICHOLSON, British bark, 605, W. Quino, 8th July.—London 1st March, General.—Melchers & Co.

SACHEM, American ship, 1,311, J. L. Bartlett, 29th June.—Cardiff 17th March, Coal.—P. & O. S. N. Co.

SPINAWAY, British ship, 325, J. Garlich, 23rd July.—Sharks Bay 26th May, Sandalwood.—Siemssen & Co.

WANDERING JEW, American ship, 1,650, D. C. Nichols, 11th July.—Shanghai 19th June, General.—Furst & Co.

YOUNG SIAM, Siam bark, 789, G. Kock, 16th July.—Putai, General.—Chinese.

Post Office.

For Shanghai.—Per *Oxus*, to-morrow, the 2nd instant, at 9.30 a.m.

For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Anadyr*, to-morrow, the 2nd instant, at 11.00 a.m.

For Shanghai.—Per *Kaitang*, to-morrow, the 2nd instant, at 3.30 p.m.

For Shanghai.—Per *Fe-yu*, to-morrow, the 2nd instant, at 4.30 p.m.

For Swatow, Amoy, and Tamsui.—Per *Haitong*, on Friday, the 3rd instant, at 11.30 a.m.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Venetta	Bombay	August 1st	P. & O. S. N. Co.
Stura	Singapore	August 2nd	Carliowitz & Co.
Guy Manning	Hamburg	August 3rd	Russell & Co.
Dorset	Bombay	August 4th	O. & O. S. N. Co.
Galle	San Francisco	August 4th	P. & O. S. N. Co.
Tehran	Bombay	August 5th	Jardine, Matheson & Co.
Glenary	London	August 6th	Adamson, Bell & Co.
Gambesi	Vancouver	August 6th	Austro-Hung. Lloyd's Co.
Maria Teresa	Trieste	August 13th	Adamson, Bell & Co.
Port Adelaide	Vancouver	August 18th	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal.	Mizrapore.....	P. & O. S. N. Co.	Aug. 11th, at noon.
London, via Suez Canal.	Dionore.....	Butterfield & Swire.	Aug. 4th, at 4 p.m.
London and Hamburg.	Merionethshire.....	Adamson, Bell & Co.	Aug. 3rd.
Marseilles, via Saigon, &c.	Andary.....	Messageries Maritimes.	To-morrow, at noon.
Bremen, & Ports of Call.	Preussen.....	Nelchers & Co.	Aug. 4th, at 9 a.m.
Genoa, & Ports of Call.	Stura.....	Carlowitz & Co.	Aug. 11th, at 10 a.m.
Havre and Hanburg.	Daphne.....	Siemssen & Co.	Aug. 6th, at 10 a.m.
San Francisco, via Panama.	City of Rio de Janeiro	Pacific Mail S. S. Co.	Aug. 8th, at 3 p.m.
San Francisco, via Panama.	Gaelic.....	O. & O. S. N. Co.	Aug. 16th, at 3 p.m.
Vancouver, B.C., via K. &c.	Victoria.....	Adamson, Bell & Co.	Aug. 23rd, at 3 p.m.
Sydney, Melbourne.	Tannadice.....	Russell & Co.	About Aug. 15th, daylight.
Sydney and Melbourne	Nogul.....	Gibb, Livingston & Co.	About Aug. 15th.
Port Darwin, &c.	Changsha.....	Butterfield & Swire.	To-morrow, at 4 p.m.
New Zealand Ports	Whampoa.....	Butterfield & Swire.	Aug. 11th, at 4 p.m.
Calcutta, via Straits.	Taisang.....	Jardine, Matheson & Co.	Aug. 3rd, at 3 p.m.
Saigon, Singapore, &c.	Borneo.....	Jardine, Matheson & Co.	Aug. 3rd, at noon.
Yokohama, via N'saki, &c.	Nhlwa.....	P. & O. S. N. Co.	Aug. 14th, daylight.
Yokohama and Kobe	Dorset.....	Russell & Co.	About August 6th.
Yokohama and Yokohama	Delamont.....	Gibb, Livingston & Co.	Aug. 3rd, at 4 p.m.
Tientsin	Sochow.....	Butterfield & Swire.	Aug. 17th.
Chefoo, Tientsin, &c.	Kwongsang.....	Jardine, Matheson & Co.	Aug. 3rd, at noon.
Shanghai, Kobe, &c.	Oxus.....	Messageries Maritimes.	To-morrow, at 10 a.m.
Shanghai	Kutsang.....	Jardine, Matheson & Co.	To-morrow, at 4 p.m.
Shanghai	Peshawur.....	P. & O. S. N. Co.	Quick despatch.
Haiphong	Clara.....	A. R. Marty.	Aug. 10th, daylight.
Swatow, Amoy, &c.	Hailoong.....	Douglas Laiprak & Co.	Aug. 3rd, at noon.